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1. The Fifth Five Year Plan provided for shipments of Tuymazy crude ("Tuymazinka") from the Volga to Makhachkala, but no definite time for commencement and volume of the shipments was determined. The Plan provided that "with the growth of oil yields in the regions of the Second Baku and in the Bashkir SSR in particular, the Ministry of the River Fleet and the Ministry of the Merchant Fleet are required to assure movement of the required quantity of crude from the indicated regions into Makhachkala." 25X1
2. Shipments of petroleum from the Volga to Makhachkala were not included in annual plans for "Reydtanker" during 1946, 1947 and 1948. In 1949, after the seasonal plan for petroleum shipments had already been confirmed, a regulation was received through the Chief Directorate for Petroleum from Novikov, the Minister of the Merchant Fleet. The essence of this regulation was that "Reydtanker" was required to commence shipments of Tuymazy crude to Makhachkala in 1949. Attention was called to the exceptional importance of this undertaking and it was proposed that practical plans be worked out to implement these shipments. No concrete figures for the assignment were given but mention was made of the necessity of shipping between 100 and 200 thousand tons to Makhachkala. Subsequently, the assignment was revised several times both upward and downward which made it much more difficult to organize the shipments and apportion the ships.
3. The "Volgatanker" Shipping Line and the Astrakhan directorate for "Glavneftesbyt" received approximately the same directions from their respective ministries.
4. A special conference was called in Astrakhan to work out the problem and the managements of "Reydtanker", "Volgatanker", Kasptanker and the Astrakhan directorate of "Glavneftesbyt" were invited. The following practical measures were worked out during this conference to make possible shipments of Tuymazy crude to Makhachkala. 25X1
  - (a) "Volgatanker" was to assure regular delivery of cargo in its best vessels and was to pump the petroleum into reservoirs of the petroleum base on a priority basis (pumping facilities belong to "Volgatanker").

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- (b) The Astrakhan directorate of "Glavneftesbyt" was to reserve the necessary reservoir capacity at Petroleum Base No 6.
- (c) "Reydtanker" was to reserve the necessary tonnage from among its newest barges (1948-1949 construction) as well as the necessary tugs to move the barges.
- (d) "Reydtanker" was to assure delivery of the barges to the 14' Sea Roadstead.
- (e) "Kasptanker" was to be responsible for hauling the loaded barges as far as Makhachkala as well as for returning the empty barges to the 14' Sea Roadstead.
- (f) All organizations taking part in transporting the Tuymazy crude were to take special fire-prevention measures since this petroleum belongs to the first category of petroleum cargo and is extremely volatile.

Based on these general measures detailed plans were worked out.

5. Incidentally, at the conference, the head of the Astrakhan directorate of "Glavneftesbyt" revealed that inadequate processing facilities in the "Second Baku" area were the main reasons for shipping the crude to Makhachkala.
6. During the 1949 shipping season, 150-160 thousand tons of Tuymazy crude were shipped to Makhachkala. In spite of the fact that the plans for shipping the petroleum had been worked out in detail ahead of time, the shipments were irregular and extremely disorganized. The cargo from the Volga sometimes was not delivered for two and even three weeks and then arrived in a shipment of 20-30 thousand tons. The loaded barges suffered long delays at the 14' Sea Roadstead while awaiting suitable tankers to haul them. To cap everything, a major wreck involving two barges loaded with Tuymazy crude occurred in the fall of 1949 during a heavy storm. One barge the "Zaysan", capacity 5,000 tons, was thrown on the rocks and broken in two. At the same time another barge of the same type, the "Sevan", was hurled on the rocks and suffered large holes in its hull.
7. During the 1950 season a plan was confirmed for bringing a little less than 600 thousand tons of Tuymazy crude from the Volga to Makhachkala. The actual amount hauled was 600 thousand tons. Profiting from the experience of the 1949 season, "Reydtanker" made the following changes in its organization of the shipments:
  - (a) Two Diesel tugs, the "Gvardeyets" and the "Partizan", whose main engines developed 500 hp each, and four barges built in 1948-1949 with a capacity of 5,000 tons each were earmarked for shipping Tuymazy crude.
  - (b) Experience from the 1949 season showed that hauling the loaded barges to Makhachkala and the empty barges back, using "Kasptanker" tankers, was economically unjustifiable because of delays and therefore this practice was abandoned for the 1950 season in favor of using "Reydtanker" tugboats.
8. The 1951 shipping quota for Tuymazy crude was about 800 thousand tons, and this quota was fulfilled. Shipments from Astrakhan to Makhachkala were carried on entirely by "Reydtanker" vessels.
9. Planned quotas for shipments of Tuymazy crude for subsequent years were as follows:
 

1952 - 0.9 - 1.0 million tons
1953 - 1.1 - 1.2       "       "
1954 - 1.4 - 1.5       "       "
1955 - 1.6 - 1.8       "       "

There are no figures as yet on actual fulfillment of planned figures [ ] 25X1  
 the organizations involved were able to cope with the tasks. The newspaper "Morskoy Flot" for 1952 and "Vodnyy Transport" for 1953 gave indications that shipments of Tuymazy crude from Astrakhan to Makhachkala were continuing.

10. In conclusion [ ] cite figures which show the growth of petroleum shipments by "Reydtanker" from 1945 to 1955. These figures will give an indication of the increase in shipments of Tuymazy crude. The most striking thing in these figures is the decrease in shipments from 1948 to 1949 and the sharp increase in 1950 over 1949. The decrease in 1949 shipments is partially explained by the fact that the Ural-Caspian canal went out of operation, causing almost complete suspension of shipments of petroleum from Gurev, and principally by the fact that there was a decrease in petroleum shipments from Baku. The growth in petroleum shipments in 1950 is explained chiefly by the fact that regular shipments of Tuymazy crude were made and there was an increase in deliveries from Baku. 25X1

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Year	Volume of Shipments by Year in Millions of Tons	
	Total	Tuymazy Crude
1945	4.8	-
1946	5.0	-
1947	6.0	-
1948	6.2	-
1949	5.6	0.15 - 0.16
1950	6.4	0.6
1951	6.8	0.8
1952 (plan)	7.2	0.9 - 1.0
1953 (plan)	7.5	1.4 - 1.2
1954 "	7.8	1.4 - 1.5
1955 "	8.2	1.6 - 1.8

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